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THE JAPANESE CROWN PRINCE.

REASONS FOR THE VISIT TO EUROPE.

PRELUDE TO A MORE DEMOCRATIC REGIME

[BY A CORRESPONDENT IN THE "OBSERVER."]

A matter of eager, restrained speculation in the Japanese Press and in the Diet is the reason for the Crown Prince's visit. This was very hurriedly arranged, though Japanese officials had been in London on this mission for some weeks previously. But it had not been actually settled, and, according to advice from Japan, was only decided upon very suddenly. Speculation in that country is as to the reason. There appear to be two reasons.

The first is that the Emperor and Empress feel very strongly that the Crown Prince should see the world, and it is a matter of some importance that he should see it very soon. The Emperor's telegram to President Harding confirms this view. Once H.I.H. has assumed greater responsibilities, which it is to be hoped will not be for many years, he will be unable to travel abroad. The health of the Emperor, therefore, is one reason.

The second is the recognition by the throne of the necessity of introducing and developing a more democratic monarch than has ever ruled in Japan. During the early years of his reign the present Emperor caused the greatest uneasiness in bureaucratic circles by the manner in which he drove out amongst the people a practice unfortunately current of recent years by the state of his health.

The Princess Nagako no Kuni, to whom the Crown Prince has been betrothed, is the daughter of the Prince and Princess Kuni, a branch of the Fushimi family, a collateral of the Imperial House. The Prince and Princess are the most democratic members of the Japanese Imperial Family. They have twice visited America, on the first occasion in 1909, and again on the occasion of the Hudson Tercentenary. In that country, the most democratic in the world, they created the most favourable impression, so much so that it was said that if the Prince had represented Japan at Washington there would have been no Californian question.

Those acquainted with Japan, and the conditions which have arisen during the war, recognize that a situation is being created which will eventually come to a straight struggle between the democracy and the clans. The democracy will turn to the Throne, and, if our surmise is right, will not turn in vain. The record of the present Emperor and his Consort gives every indication that the tour of the Heir Apparent is deliberately intended as the prelude to an era of greater democratic freedom.

It will be noted that accompanying H.I.H. is Count Chinda, the former Imperial Japanese Ambassador in London. It will also be noted that the new Minister of the Household is Baron Makino. It is not a wild guess that whilst the tour is intended to be "educative," there is also a diplomatic end to it. Count Chinda is a member, I believe, vice-president of the Japanese Diplomatic Council. The *Jiji Shingyo* described him without much exaggeration, as "the Diplomatic Council." Viscount Makino has held various ambassadorial posts abroad, has been Foreign Minister, and was a member of the Japanese Mission at Versailles. Prince Saionji was the head of its Mission. But Viscount Makino was its pivot. He is regarded as the leading statesman of Japan, and one of the two coming men of Japan. (In passing I may remark that he is a son of the great Okubo, one of the earliest and the greatest of the statesmen of the Meiji era, and was adopted into the Makino family.) These two appointments of Count Chinda and Viscount Makino are worthy of notice because they almost undoubtedly mean that Foreign Affairs are not dissociated from the Crown Prince's tour and from the recent friction in Tokyo.

If further evidence were wanted it would be in the names of the opponents of the tour in the Diet and the petitioners at the Meiji shrine. Dr. Terai and his associates have been too prominently associated with the disorders and revolutions in China during the past ten years to welcome any settlement of the Far East with an open heart.

HONGKONG YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their report on the yarn market state that during the earlier part of the month the market continued very active, and buyers were freely making purchases at an advance of \$3 to \$6 per bale which resulted in the sales of about 7,000 bales, both for spot and forward, and stock being small in foreign hands, there was every indication of brighter prospects in near future, but the recent inauguration of Sun Yat-sen as President has created a grave and acute political situation, which has adversely affected the market, and though further inquiry has greatly abated, prices have remained comparatively firm and steady. Total sales 7,000 bales. Chinese stock 3,500 bales. Bargains in Chinese hands spot and to arrive 10,000 bales. Arrivals—From Bombay 13,000 bales. Shanghai market has shown much improvement with large business passing, but is slightly eased.

Japanese Yarn.—Owing to present ruling rates being unfavourable as compared with those in Japan, very small business has been transacted during the interval.

Raw Cotton.—No sales in Bengal or Chinese. Black Bengal 150 bales, Chinese 100 bales (loose). Quotations, Bengal at \$22 to \$25. Chinese at \$23 to \$30 per picul.

PROGRESS IN CHINA. INDUSTRIAL AND COMMERCIAL DEVELOPMENT.

Mr. J. W. H. Ferguson, the Statistical Secretary of the Chinese Maritime Customs in the Report on the Foreign Trade of China in 1920, makes these observations—

At the close of the year a general deadlock ensued, leaving trade, practically at a standstill in most centres and owing, as the year's financial results, only small gains for a few and substantial losses for the majority, Chinese and foreign merchants alike.

Nevertheless, viewed from a wider outlook, there are many bright spots discernible. The present is a transition period, unavoidable after the economic upheaval caused by the Great War, and must end sooner or later, when conditions again approach their normal level. Furthermore, the potentialities of the industrial and commercial development of China, with its vast resources as yet scarcely touched, and with its teeming population, hardworking and industrious as nowhere else in the world, are such that confidence in the country's future would appear to be fully justified.

Already foreign goods are being absorbed by the people in steadily increasing quantities. Factories modelled and managed on foreign lines are springing up in every suitable locality. At the end of 1920 there were more than 400 of these factories producing articles of foreign type and enjoying special Customs treatment: 48 of these manufacture soap, 31, candles, 29 cotton yarn, 20 flour, 25 cotton socks, 24 cotton piece goods, 23 miscellaneous cotton goods, 17 paper, 15 cigarettes and tobacco, 10 slate pencils, 7 biscuits, and so on down a long list containing a most varied assortment of household and other articles in daily use. Many other signs of progress are noticeable.

The University of Nanking, through its Department of Sericulture, is endeavouring by scientific study to improve the silk industry of China, while the Government authorised the formation of a Chief of an international committee for the improvement of Shanghai silk. The International Committee for the improvement of Sericulture in China, situated at Shanghai, is doing good work, and a similar committee having the same purpose in view was recently established at Canton. As the staple articles of export from China are of a bulky nature and have often to be conveyed over long distances from the interior, it is gratifying to notice that the improvement of transportation and the construction of roads is increasingly engaging the attention of the provincial authorities. Motor-boats are also coming into favour on inland waterways, and motor-cars are now encountered wherever the roads lend themselves to this traffic. Shipbuilding in China is becoming a flourishing industry, with a promising future, and is likely before long to be counted among the great assets of the country along with its coal, iron, and steel industries.

Railway construction has not advanced much in recent years, no doubt owing to difficulties caused by the war and the high silver exchange; but as the need for railway communication throughout the country is obvious, it is expected that extension of the existing lines and construction of new ones will be resumed without delay. Harbour and river conservancy is not neglected, and there are works in progress for improving conditions in this connexion. The lighting of the coast of China and the establishment and maintenance of the necessary aids to navigation is constantly being improved and added to. Education on foreign lines is proceeding apace, and the number of Chinese students leaving for America and Europe is increasing year by year. Many other instances of growth and advancement could be cited. Unfortunately, the present political state of the country is not conducive to peaceful development. It will only be when China has settled her internal grievances, and has once more united in the desire to realise and extend her natural assets, that general development of the country's illimitable resources will be possible.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient, in their report dated Saigon, May 18th, state:—The demand having been rather active during the last fortnight, prices are firmer.

Some business has been done with Java for June/July/August shipment. The demand can hardly be satisfied owing to the lack of freight ship-owners being not interested in Saigon/Java. Some important business has been done for Europe and Japan, for June/July shipment.

The total amount of rice exported from January 1st up to May 8th, 1921, is 487,766 tons against 423,310 tons in 1920.

"We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$4.88 per picul, f.o.b. Saigon, for June-July shipment.

FIEUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturers and Refracting Opticians, 53, Queen's Road Central. ADVT.

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Espesiales.....	\$3.50	25's	do.....	\$4.75	50's
Jockey Club.....	\$4.50	25's	Londres.....	\$4.50	100's
Perfectos.....	\$3.00	25's	do.....	\$2.50	50's

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Karuzawa	Maeda Hotel	Kanaya Hotel	Tokyo Station Hotel
Mitsui Hotel	Miyajima Hotel	Wako Hotel	Tanji Seiyoken Hotel
Maupet Hotel	Miyajima Hotel	Osaka	Yokohama
Kobe	Osaka Hotel	Shimonoseki	Grand Hotel
Oriental Hotel	Sanyo Hotel		
Tor Hotel			

IN TAIWAN (FORMOSA)

Taipei—Taiwan Railway Hotel

IN MANCHURIA

Keijo (Seoul)	Chungchun	Hotel (Mukden)
Chosen Hotel	Yamato Hotel	Yamato Hotel
Fusan	Dairen	
Fusan Station Hotel	Yamato Hotel	Ryujun (Port Arthur)
Shanghai	Hoshigawa	Yamato Hotel
Shanghai Station Hotel	Yamato Hotel	

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CORRESPONDENCE.

HONGKONG AND SHANGHAI
BANK—INCREASE OF
CAPITAL.[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR:—In your issue of this morning you report me as having said:—

"The capital of the Bank when increased by the 5 millions sterling proposed, would be 20 millions sterling. We have silver reserves of 2½ millions sterling."

The above is an incorrect report of what I said, as the word "dollars" should be substituted for the word "sterling" in all the above three instances.

I should be very much obliged if you would kindly insert this letter of correction in your next issue.—Yours faithfully,

H. E. POLLOCK.

Hongkong, May 30th, 1931.

[Owing to some mischance this letter was omitted from our yesterday's issue.—Ed.]

HONGKONG IN THE HOUSE.
LORD MILNER AND "MUI TSAI"
COMMITTEE.

In the House of Commons, on April 20th, Viscountess Astor asked the Secretary of State for the Colonies whether he recommended last year the formation in Hongkong of a local committee of Chinese to supervise the conditions under which children and girls who were bought were employed; whether such a committee has been formed; and whether he will see that there are at least two British members on the committee?

The Under-Secretary of State for the Colonies (Mr. Edward Wood): The formation of such a Committee was recommended by Lord Milner, and there is now such a committee actively at work, composed of Chinese of high standing whose services are of the greatest value in advising the Secretary for Chinese Affairs. The latest information is that a committee of Chinese ladies has been formed to assist the above-mentioned committee. I doubt if the usefulness of this committee would be increased by the presence of British members, but I will consult the Governor.

[The Under-Secretary of State appears to have been misinformed.—Ed.]

COMPANY MEETING.

PEAK TRAMWAY CO., LTD.

NEW RAILS FOR LARGER CARS.

The ordinary annual general meeting of the Peak Tramways Co., Ltd., took place at the Hongkong Hotel, yesterday, at noon. Mr. Henry Humphreys presided, and there were present: The Hon. Sir Paul Chater, C.M.G., the Hon. Mr. A. O. Lang, Messrs J. Scott Hutton, A. S. Gubbay and J. Bell Irving (directors), Mr. G. Rapp (secretary) and the following shareholders: Messrs F. K. C. Hall, D. E. Clarke, C. H. Lyson, J. W. Wong and W. Morley.

The CHAIRMAN said:—Gentlemen,—I propose with your permission to take the report and statement of accounts, and auditors' report as read. Traffic receipts show the very satisfactory increase of \$30,499.79. We have realised some of our investments at a profit of \$21,978.40; in addition there is an unrealised profit of \$15,780.00 which is shown under the heading of investment fluctuation account. The amount under the heading of maintenance and repairs is considerably higher than usual. The difference is more than accounted for by the fact we have written down our old rolling stock and transferred the amount written off to maintenance and repair account.

We are asking you to transfer the large sum of \$400,000 to special repairs reserve account because, in the ensuing year, we shall have not only to entirely rebuild the viaduct at the Upper terminus but also relay the line from end to end with new rails. These rails will be of a heavier calibre than those now in use as they are intended to cope with larger cars carrying more passengers. I have no further remarks to make and after the accounts have been duly seconded I shall be pleased to answer any questions shareholders may have to ask.

Mr. F. C. HALL seconded the resolution and the report and accounts were adopted.

On the motion of the CHAIRMAN, seconded by Mr. W. MORLEY, the resolution as directors of the Hon. Sir Paul Chater, C.M.G., the Hon. Mr. A. O. Lang and Messrs J. Scott Hutton, A. S. Gubbay and J. Bell Irving was unanimously agreed to.

Messrs. Lowe, Bingham and Matthews and Mr. C. Bernard Brown were unanimously re-elected as auditors at a remuneration of \$150 each, on the motion of Mr. D. E. CLARKE, seconded by Mr. J. W. WONG.

MOTOR CAR PROSECUTIONS.

OFFENCES AGAINST TRAFFIC
REGULATIONS.

Several cases in which motor-car owners or drivers were summoned for traffic offences were heard by Mr. B. E. Lindell at the Magistracy, yesterday.

Mr. Leo d'Almada represented the drivers of motor-cars Nos. 210 and 164, who were summoned for driving too fast. Mr. d'Almada said that his clients admitted that they were speeding, but were prepared to give an undertaking not to do it again. In view of that he asked for leniency.

Inspector Garrod said that the cars were running parallel, trying to pass one another.

Mr. d'Almada said that both his clients were competent drivers, one of them having driven for 15 years in Australia with no accidents.

The Magistrate imposed a fine of \$20 in each case.

Mr. A. E. Hall appeared on behalf of Dr. S. C. Ho, who was charged with driving car No. 240 at an excessive speed. Sergeant Smith said that Dr. Ho was driving the car himself at about 20 miles an hour. He tried to stop the car at the foot of Garden Road, but apparently the doctor did not see him.

The Magistrate: Is there an actual speed limit?

Inspector Garrod: Yes, 15 miles.

Mr. Hall said that the reason for speeding was that Dr. Ho had an important case.

A fine of \$15 was imposed.

A LEGAL DIFFICULTY.

Inspector Aris, of Hongkong Station, summoned the driver of motor-car No. 95, owned by the Eagle Garage, for failing to sound his hooter at the corner of Tsimshing Street.

The Magistrate pointed out to Inspector Garrod that section 109, under which the defendant was summoned, provided only for "no hooter" or "a non-servicable hooter."

Inspector Garrod referred the Magistrate to section 45, but his Worship said this was also unsatisfactory as it only provided for slowing down when making a corner.

As it appeared that there was no section under which the defendant could be charged, the Magistrate discharged him.

SUSPICIOUS CIRCUMSTANCES.

The driver of car No. 253, owned by the Star Garage, was summoned for driving too fast, in Queen's Road Central, at 8.30 p.m., on May 31st. He said that he brought the car in at 6.10 and did not take it out again that night. To a further charge of not having a rear light at the same time and place, he also pleaded "not guilty."

Inspector Garrod said that the defendant was travelling East to West at what witness estimated was 25 miles an hour. He had no rear light, and the witness was able to see his number only by the aid of the electric light on the street. The witness showed to the defendant at the foot of Garden Road to stop, but apparently he did not hear him. The witness walked to the Garage and examined the car. The radiator was red hot and he could not touch it. The car had travelled so fast that even the body was hot. When the rear light was switched on at witness's instructions, it did not work.

The defendant admitted this, and explained the heat of the radiator by saying that he had to move it but take the road several times to allow other cars to get in and out of the Garage.

Inspector Garrod said that, on the blackboard in the garage, car 253 was recorded as having returned at 8.25, and that was only five minutes before the witness got there. The defendant denied this also.

The Magistrate: You are lying. I fine you \$25 on the first charge and \$5 on the other.

Charged with speeding, the driver of motor car No. 178 said the car was a small one and could not go fast.

The Magistrate: It could not exceed the speed limit, 15 miles.

Defendant: It can do 20 miles an hour, at the most, but I never run it at that speed.

A fine of \$10 was imposed.

Defendant: I have no money.

The Magistrate: Fourteen days then.

For driving car 24 without a rear light on May 10th, and passing a stationary tram car on May 22nd, the driver, who said that on both occasions his master was driving, was fined \$5 on each summons.

A CONFLICT OF EVIDENCE.

The case, adjourned from last week, in which the driver of motor car No. 368 was summoned for dangerous driving, and it was said he had knocked down a Portuguese near the Star Ferry wharf, was concluded. The Portuguese, Mr. J. A. Simoes, a clerk of the Chartered Bank, said that he was hurrying to cross the road to catch the ferry, when a couple of yards from the wharf he saw a flash of light and simultaneously he was knocked down. He was not badly damaged. The mudguard struck his leg. He did not stand on the road. The witness was unable to estimate the speed of the car.

The Magistrate said that the whole point was whether or not the defendant was driving too fast, and he was not satisfied from the Indian constable's evidence that he was. Besides, the Indian's story that the Portuguese gentleman was standing still in the road was not corroborated by the latter. The defendant would be discharged with a caution.

EUROPEAN AND CHINESE
DEFENDANTS.DISCRIMINATION IN SENTENCES
ALLEGED.

APPLICATION FOR NEW TRIAL.

At the Magistracy, to-day, Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada) applied to Mr. G. N. Orme for a reconsideration of the case in which two members of the Salt Fish Dealers' and Employees' Guild were sentenced to one month's imprisonment without the option of a fine for an assault in which intimidation for trade-union purposes was alleged. They were not convicted of intimidation. The case was concluded last Saturday.

Mr. Jenkin asked the Magistrate to reconsider the case and impose a fine. The grounds of the application were based on the claim of his clients that they should be accorded, if not the same, then treatment as similar as possible to that meted out to Europeans in similar cases. Taking the police version as being the more trustworthy, Mr. Jenkin stated that the defendants, being slightly intoxicated, handled a man somewhat severely, so that when the police saw him his coat was torn and he had a few chest bruises. In Mr. Lindell's Court, on the previous day, two Europeans were fined \$5 and ordered to pay \$5 compensation for an assault of which the circumstances, again relying on the police evidence, were that one of them, for no purpose whatsoever, assaulted a passenger in a passing ricksha, hit him on the head with a stick, and threw him into the gutter, and, not satisfied with that, assaulted the ricksha coolie also. In this case, also, the defendants were stated to be slightly intoxicated. According to the police, the passenger was found in the gutter covered with blood, and the ricksha coolie also had blood upon him. He suggested that the second case was the graver of the two.

Mr. Jenkin submitted that sentences should be subject to some sort of standardisation, and that within 24 working hours such dissimilarity of treatment should not occur. Discrimination between Europeans and natives in assault cases had reached a stage when he submitted, most respectfully, that it was time some official notice was taken.

The Magistrate said he could soon give the grounds for the sentence imposed. The circumstances in the Salt Fish Guild case indicated an intention to cause danger to the peace, good order and well-being of the public. As to the other case mentioned by Mr. Jenkin, Mr. Orme said that it had not been heard by him. The object of sentences was to act as a deterrent upon crime, and he could explain why Europeans received such light sentences: they were not numerous in the Colony and were easily controlled. The Chinese were more numerous and neither easily accessible nor easily controlled. Any suggestion that there was discrimination between Chinese and Europeans was obnoxious, and he emphatically repelled it. Punishments were merely deterrents, and in the case of Europeans it was possible, by means of fines, to control them. Mr. Orme also commented on the fact that, during the hearing of the Fish Guild case the Court was crowded with members of, or sympathisers with, the Guild.

Mr. Jenkin could not see what bearing that had on the degree of punishment. Civilisation, from nations downwards, was made up of guilds and he presumed that if a member of a ship's officers' guild or a medical guild had been concerned that the Magistrate would not conclude that he was any more vicious because some of his colleagues attended.

The Magistrate intimated that he could not reconsider his decision. Mr. Jenkin remarked that his clients were not convicted of intimidation but only of assault and the two cases were, therefore, practically parallel. If the Magistrate was not prepared to reconsider the case himself, he asked leave to appeal to Full Court by way of rehearing. He desired to appeal against the severity of the sentence, and the decision itself as being against the weight of evidence. The main objection, on evidential grounds, was that his Worship brushed aside—and therefore, in a sense, rejected—evidence which proved conclusively, if believed—and there was no indication from the Bench that the evidence was disbelieved—that the complainant in all material details of his allegation against the defendants was grossly perjuring himself. "Your Worship put it to me," said Mr. Jenkin, "that all Chinese witnesses are guilty of exaggeration: that may or may not be, but I do not know at what point your Worship stops in treating evidence as exaggeration and as utterly untrue. You said, in effect, 'Here are two men on either side swearing the contrary: I shall brush that evidence aside: let us get on with the case.' I put it that, mentally speaking, you rejected evidence for the defence that was credible and which, being rejected, left the story of the complainant, and his master inadequate as the basis for the imposition of so severe a sentence."

The Magistrate: I must remind you, Mr. Jenkin, that two people were convicted and one was discharged, the latter being given the benefit of the doubt. The men convicted admitted the assault; I should like to hear your arguments on that. Your client told me, the witness-box, that he believed the other man had weapons and therefore he attacked. Do you want to appeal definitely on the point that there was no assault?

Mr. Jenkin: If a man apprehends an assault and seizes the other man who in the struggle gets damaged, I do not know that the law warrants, in those circumstances, imprisonment for a month without the option.

The Magistrate: You will have to give me some reasons before I give you leave for saying there was no assault.

Mr. Jenkin: I submit that the evidence does not warrant a finding of assault, because the only evidence is that of the complainant and his master which, I submit, should be disbelieved. You are left with the evidence of the defendants.

The Magistrate: The defendants admit it, except that they thought the other man was armed.

Mr. Jenkin: That is where we differ.

The Magistrate: I will consider if there are substantial grounds and communicate with you.

ART AT THE HELENA MAY
INSTITUTE.

The set subject for the monthly exhibition of the Hongkong Art Club, held at the Helena May Institute on Monday afternoon, was "Reflections." It was a little disappointing to find that only in about three cases had the pictures more than what might be termed a casual reference to the topical subject. The winning picture by Mrs. Macpherson, for instance, was a lovely production but its title was obviously "Moonlight," even although the moon was obscured and only its pathway to "the Never never land" was to be seen.

In contrast to this, Miss Blukova exhibited a picture which was essentially, and entirely, Reflection. It was the view seen in a good-sized mirror, and included, besides flowers and vases, a small portrait of the artist herself at work. Except for the colours of the reflections being brighter than the originals and a certain lack of finish, this work was very well done.

Another good reflection was by Mr. Abas; it pictured an old-world bridge and a young girl on the bank of the stream, all charmingly reproduced in the still waters.

Another reflection was by Mr. Cole, showing a full face view of the artist and a second reflection giving a side view. The resemblance was considered good and the character well expressed.

Another picture, not so illustrative of the subject but wonderfully well-executed as a picture, was by Mr. Bion and depicted the brilliantly illuminated Chinese restaurants at the West-end of the Town with the glow reflected in the ruffled water of the Harbour.

There were some very fine pictures exhibited under the open subject, and the voting went in favour of Mrs. Togo's delightful little representation of a sylvan glade somewhere off the Bowen Road. The sun shone through the leaves and played on the pathway winding up into the glade beyond. Other excellent contributions in this section were "Sunset on the Himalayas" and "Junks homeward bound," by Mr. Bion; and a romantic picture of "The Annals" overshadowed by "The Lion" by Mr. Cole, who also exhibited a series of boldly designed commercial posters.

That the Hongkong Art Club is making rapid strides was evident from the number of large, well-framed oil paintings, and the diversity of styles of illustration, which ranged from artistic little name-cards for the dinner-table (which, by the way, are on sale for the benefit of the M.C.C. Bazaar) and beautiful black-and-white book illustrations by Mrs. Humphreys, to good-sized oil paintings similar to those one sees in the Home exhibitions. Indeed, the periodical meetings of the Hongkong Art Club are now not merely social functions, but gatherings which exercise a valuable educative influence.

KING'S BIRTHDAY PROGRAMME
AT CANTON.

The arrangements for the celebration of H.M. the King's birthday at Shamshien on Friday include Divine Service at Christ Church; British community "at home" to the West River Patrol at the R.N. Canteen; H.M.'s Consul-General at home from 11 a.m. to 12 noon to foreign officials and his friends and their ladies; from noon to 1 p.m. the Consul-General and the British community will be at home in the Lounge of the Canton Club to all foreign friends. Ladies and non-members of the Canton Club are cordially invited to attend. At 12.30 p.m., the West River Patrol will entertain at dinner in the R.N. Canteen by the British Community. At 5.30 p.m., weather permitting, the Band of H.M.S. Titania will play on the Band, and there will be sports for children. At 8.30 p.m., the British Community will be at home to all foreign friends in the Canton Club Theatre. A cinematograph show will be presented by the The Hongkong Amusements, Ltd., and there will be dancing. From 11 to 11.30 p.m., refreshments will be provided for the West River Patrol at the R.N. Canteen.

Colonel John J. Carty, vice-president and chief engineer of the American Telephone and Telegraph Co., recently organised a 5,600 miles telephone talk which took place from Havana via Washington to Catalina, the island off Los Angeles. He states that it is physically practicable to connect London with Johannesburg and Capetown, or with Bombay, Calcutta, Hongkong, and Peking, so that British subjects in South Africa, India, and elsewhere might listen to the King's Speech or to deliberations of the forthcoming Imperial Cabinet Conference in London.

Mr. Jenkin: If a man apprehends an assault and seizes the other man who in the struggle gets damaged, I do not know that the law warrants, in those circumstances, imprisonment for a month without the option.

The Magistrate: You will have to give me some reasons before I give you leave for saying there was no assault.

Mr. Jenkin: I submit that the evidence does not warrant a finding of assault, because the only evidence is that of the complainant and his master which, I submit, should be disbelieved. You are left with the evidence of the defendants.

The Magistrate: The defendants admit it, except that they thought the other man was armed.

Mr. Jenkin: That is where we differ.

The Magistrate: I will consider if there are substantial grounds and communicate with you.

LANE, CRAWFORD & CO.

have pleasure in announcing that
they are now in a position to

REDUCE

the following lines in their May Price List.

	May Price List	New Price
Pineapple Brand Bacon.....	\$1.40 per lb.	\$1.10 per lb.
" " Hams.....	\$1.50 " "	\$1.30 " "
" " Half Hams.....	\$1.70 " "	\$1.40 " "
American Blanchard Cheese.....	\$1.20 " "	.90 " "
Australian Pure Creamery Butter.....	\$1.20 per 1 lb. tin	\$1.00 " "
" " " " " " " " " " " "		75c. per 12 oz. tin.
Kellogg's Toasted Cornflakes.....	—	40c. per pkt.

Other reductions will follow as soon as circumstances permit.

LANE, CRAWFORD'S

Established 1855

Telephone 1741

[15]

THE TYPHOON SEASON

IS NOW APPROACHING.

Be forewarned—

by having one of the latest

improved BAROGRAPHS

—and be forewarned.

LANE, CRAWFORD & CO.

HONGKONG.

[17]

THE ANDERSON MUSIC COY.

BEG TO ANNOUNCE THEIR TUNERS

BEING IN SUCH DEMAND AT PRESENT

IT IS ADVISABLE TO GIVE TWO DAYS'

NOTICE FOR A SPECIAL TUNING.

16, DES VŒUX ROAD, C.

[18]

"HOTEL DE FRANCE,"

23, BOULEVARD ROLLANDES, HANOL.

UNDER New Management. Most Comfortable Rooms with Private Sitting-Room and Bath-Room attached to each room. French Cooking. Several Small Dining-Rooms for Families.

[1003]

Powell

TELEPHONE 3146.

BATHING SEASON.

WE ARE NOW SHOWING A LARGE ASSORTMENT OF

GENTLEMEN'S

KNITTED BATHING COSTUMES

IN THE LATEST COLOURINGS

BLUE, BROWN & GREEN HEATHER

ALSO PLAIN NAVY.

\$4.00 TO \$12.50

HIGH-CLASS

GENTLEMEN'S OUTFITTERS.

[19]

NEW ADVERTISEMENTS

NOTICE

MESSES. A. S. WATSON & CO., LTD., have this day taken over the AGENCY IN CANTON of "The Hongkong Daily Press" and "The Directory and Chronicle of China, Japan, etc." HONGKONG DAILY PRESS, LTD. Hongkong, June 1st, 1921.

NOTICE

WE have this day OPENED a GARAGE at No. 20, Pava East. Waahat. Cars will be available for Hire at Moderate Rates. During hours heavy cars are permitted to run, and at other times in emergency with Police permission. Telephone 3604. THE HONGKONG GARAGE. Hongkong, June 1st, 1921. [1009]

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that Mr. E. J. CHAPMAN has been appointed SECRETARY to the Hongkong Jockey Club. Applications for Membership should be addressed to THE SECRETARY. Hongkong, May 30th, 1921. [1004]

KOWLOON RESIDENTS' ASSOCIATION EXTRAORDINARY GENERAL MEETING.

AN EXTRAORDINARY GENERAL MEETING of Members of the Association will be held in the St. Andrew's Church Hall by courtesy of the Vicar and Vestry, on FRIDAY, JUNE 10th, at 8.30 p.m. Business: To consider and pass Revised Rules of the Association. By Order. WM. JACKSON, Hon. Secretary. Hongkong, May 31st, 1921. [1005]

PURE LOTUS HONEY. A tried and infallible remedy for all Eye Diseases. Cures Cataract, Glaucoma, etc., without knife. No pain, no cure. Guaranteed. Re. 3 per dram. Particulars on request. "SRI" WORKS, Braden Square, Calcutta, India, (H). [984]

£10 REWARD.

MAUNG PO THEIN OTHERWISE CHIN FONG LIU.

THE above-named MAUNG PO THEIN otherwise known as CHIN FONG LIU was born at Taunggyi, Burma. From 1908-1910 he was a Student at the Royal School of Mines, London, England. In May 1910, his parents resided at 13, 27th Street, London, England. Between 1911 and 1915, he was well-known at Cotton Hill, Nanchang, Hupai, China. In July 1915, his last address was c/o L. Chiew Fung, 404, Kuala Lumpur, Singapore, Federated Malay States. The present address of the above-named is required or if dead the date and place of his death. Ten pounds will be paid for this information. All letters should be sent to: MISS RODYK & DAVIDSON, 4, Raffles Place, Singapore. [1006]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PLASSY" Arrived Hongkong, on May 30th, 1921. FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORT SAID, ADEN, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THREE REX in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents. Hongkong, May 31st, 1921. [1007]

NOTICE TO CONSIGNEES.

NANYO YUSEN KAISHA, LTD. FROM JAPAN.

THE Steamer "SAMARANG MARU" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods which are landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from where, delivery may be obtained.

Goods not cleared by the 6th June, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined at 10 A.M. on the 7th June. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by THE NANYO YUSEN KAISHA, LTD. Hongkong, May 31st, 1921. [1008]

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, the 3rd JUNE, 1921. Hongkong, May 30th, 1921. [996]

IMPORTS AND EXPORTS OFFICE. KING'S BIRTHDAY.

THIS DEPARTMENT will be Open for payment of Liquor duties only from 9 A.M. to 12 Noon, on FRIDAY, the 3rd JUNE, 1921. Licensed Warehouses will be entirely Closed on that day.

N. L. SMITH, Superintendent. Imports and Exports. Hongkong, May 30th, 1921. [997]

NOTICE OF REMOVAL.

THE EASTERN ASBESTOS CO., have this day REMOVED their Offices to No. 1, PRINCE'S BUILDINGS, 1st Floor. BRADLEY & CO., LTD., General Manager. Hongkong, May 28th, 1921. [998]

NOTICE.

HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, JUNE 4th, commencing at 3.30 p.m. The Charge for Admission will be \$1 for others than Members of the Hongkong Jockey Club. Soldiers and Sailors in uniform Half-price. The Stewards invite the Ladies of Hongkong to be present. Hongkong, May 30th, 1921. [999]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4372 for 12 old silver shares No. 14897/88 now converted into 60 Gold Shares in this Society standing in the name of Rev WILLIAM ROBERTS BEACH (Deceased), late of READING, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society. O. MONTAGUE EDE, General Manager. Hongkong, May 24th, 1921. [984]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the Offices of the Hongkong Jockey Club on WEDNESDAY, JUNE 2nd, at 12 o'clock Noon.

H. BIRKETT, Clerk of the Course. Hongkong, May 26th, 1921. [988]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY ANNUAL MEETING of the Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, the 1st JUNE, 1921, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1921.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, the 25th MAY, 1921, to WEDNESDAY, the 1st JUNE, 1921, both days inclusive. By Order of the Board of Directors. W. B. BROWN, Secretary. Hongkong, May 20th, 1921. [986]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTIETH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., Polder Street, Hongkong, on WEDNESDAY, 1st JUNE, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 29th JUNE, both days inclusive. By Order of the Board. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, May 26th, 1921. [990]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1921.

THE BOARD having declared an INTERIM DIVIDEND of Two shillings per share free of Income-Tax, for the year ending 30th June, 1921, holders of Bearer Shares and holders of Dividend Warrants received from London, on account of Registered Shares, will be paid their dividends on presenting No. 17 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, on or after the 29th May, 1921, to either of the following Banks at Shanghai or Tientsin:— THE HONGKONG AND SHANGHAI BANKING CORPORATION. THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA. THE RUSSO-ASIATIC BANK. THE BANQUE PARISIENNE D'ETRANGER. The Payments will be made in either Dollars or Taels as the holder may wish, at the buying rate of exchange of the day. GENERAL MANAGERS. KAILAN MINING ADMINISTRATION. [991]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for: Boxes OK, K.Y., L.M., L.N., L.R., L.U., L.W., M.A., 50.

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District. Tennis Court. Kitchen Garden. Early possession. Apply to— Box No. 488, "Care of Daily Press Office." [983]

SALE BY TENDER OF H.M.S. "CADMUS"

TENDERS are invited for the purchase of the above named Ship with Engines and Boilers and various auxiliary machinery on board. Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned. Forms of Tender will be issued on application to the undersigned. A deposit of \$100 is required before Forms of Tender can be issued. The vessel will be on view from the 22nd MAY to the 26th JUNE, inclusive, between the hours of 10 A.M. and 4 P.M. and Tenders must reach the Commodore's Office not later than 12 Noon, on MONDAY, 27th JUNE. Length over all 211 ft. Length between Perpendiculars 195 ft. Breadth extreme 33 ft. 6 in. Depth in hold (Tip of Keel to Upper Deck Beam at side) 15 ft. 3 in. Nominal Displacement 1070 Tons. Propelling Machinery:— Vertical Inverted Triple expansion (Twins of 1,400 H.P.). Cylinders—High, Two of 11 ft. Low, Two of 29 ft. Intermediate, Two of 18 ft. Stroke 20". Boilers—Nicolson Water Tube, 4 No. E. G. LOWE, Naval Store Officer. Hongkong, May 19th, 1921. [971]

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motorship "GLENGYLE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th June, 1921, at 5 P.M. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. GODDARD & DOUGLAS, on 6th June, 1921, at 10 A.M. Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, May 20th, 1921. [1000]

NOTICE TO CONSIGNEES.

The Steamship "AQUILEIA" FROM TRIESTE, via VENICE, BRINDISI and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th May. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th June, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, at 10 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODDWELL & CO., LTD., Agents. Hongkong, May 20th, 1921. [1001]

SEAMEN'S INSTITUTE

21, PRATY EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy. Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church, Private Cabins and beds in Dormitories Motor Launch "Dayspring." 68

DAIRY FARM NEWS

JUST RECEIVED

Consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets Haddocks Kippers

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

INTIMATION

IDEAL BEVERAGES

Watson's DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

Watson's PYERIS

Sparkling Mineral Table Water.

Healthful and refreshing. Blends excellently with

Whisky.

Watson's STONE GINGER BEER

An ideal beverage for tennis and bathing parties. Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Telephone 426.

HONGKONG OFFICE: 10A, DES VOUX RD., C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 1st, 1921.

CHINA'S TRADE.

The total value of the foreign trade of China in 1920, as well as the Customs revenue collection, reached record figures. Yet, as the Statistical Secretary of the Customs, in his annual Report, shows, a formidable combination of circumstances opposed to peaceful development of trade and industry had to be faced—political strife and disturbances in North and South China, a terrible famine afflicting some thirty millions of people, a disastrous earthquake in the province of Kansu, obliterating several villages and causing serious damage to property and severe loss of life, the alarming fall in the price of silver, and on top of all this, the world trade depression. The result of the year's trading is, in face of all this, as the Statistical Secretary remarks, "as surprising as it is satisfactory." In one respect, however, these totals are not so satisfactory: from China's point of view as they may seem. The net value of the direct foreign trade of China for 1920 totalled HK. Tls. 1,303,881,530, comprising exports to the value of HK. Tls. 541,631,500 and imports to the value of HK. Tls. 762,250,030. The figures thus show an unfavourable balance of HK. Tls. 220,618,530 as compared with HK. Tls. 16,188,270 for 1919, and if the movement of bullion and coin is also taken into account the unfavourable balance for last year is brought up to, nearly 300 million taels. It is of interest to note that in sterling the value of the Imports, at 6s. 9½d. to the tael, is given as £258,847,474; and of the Exports as £183,928,092.

The increase in imports of Tls. 115,362,549 over those of 1919 is attributed partly to the abnormally large quantities ordered from abroad during the first quarter of the year, when the

trade boom was still at its height and exchange was reaching its highest level, and partly to the inflated prices of the commodities themselves. The report, therefore, emphasises that while satisfactory from a revenue collecting point of view, this increase in quantity of goods imported did not bring prosperity and profit to those engaged in the handling of goods, but that in fact the import trade generally passed through an acute crisis.

Of the total amount of imports cotton goods represent 247 million taels, and metals and minerals 62 millions. Among other important articles imported were: kerosene oil, 54 million taels; cigarettes, 22 millions; machinery, 22 millions; raw cotton, 18 millions; and artificial and vegetable indigo, 16 millions. The value of imports in cotton goods exceeded that of 1919 by Tls. 37,027,092. As indicating the progress made by the country on the road of industrial development, it is mentioned that the demand for all kinds of machinery, machine tools and engineering goods is steadily growing, and more and more inquiries are received from remote places in the interior. Machinery of all kinds imported last year was valued at 22.3 millions, which was 3 millions higher than in 1919, and 18 millions higher than in 1913. Another interesting and suggestive heading is electrical materials, which increased by 1.1 millions to a total of 6.3 millions for the year.

Exports during 1920 decreased Tls. 89,175,111 as compared with the previous twelve months, mainly because of diminished demand for Chinese produce from abroad, where large stocks are held which, in the actual conditions of the home markets, are found well-nigh unsaleable. Most notable increases in quantities exported were registered for antimony, pig iron, unclassified metals, wheat and wheat flour, brown and white sugar, fresh and preserved eggs and zinc ore. Important decreases were recorded for fancy native cloth, copper ingots, candles, maize, rice, raw cotton, preserved meats, all kinds of seed oil, sheep's and goat's wool and all kinds of tea. Beans and bean products stand at the top of the list as regards values, totalling 68 million taels, followed by raw silk, 68 millions; cereals of all kinds 37 millions, and skins of all kinds, 22 millions.

Great Britain, or rather we should say the British Empire, has the lion's share of the trade with China, both as regards foreign trade and coast trade. In foreign trade Japan is a very close second, though in the coast trade she is far behind, as the following extracts from the table will show:—

FOREIGN TRADE.			
	Imports.	Exports.	
	Hk. Tls.	Hk. Tls.	
British	317,925,060	200,624,687	
Japanese	287,162,041	210,431,953	
COAST TRADE.			
	Outwards.	Inwards.	
	Hk. Tls.	Hk. Tls.	
British	234,617,921	310,848,513	
Japanese	101,227,889	69,308,849	

Taking the total values of the foreign and coast trade, the British trade leads by a good margin. The table showing the share taken by each nationality in the carrying trade from and to foreign countries and between the open ports of China is sufficiently interesting to be quoted fully, viz:—

	Hk. Tls.
American	145,704,129
British	1,162,925,181
Danish	9,456,228
Dutch	18,697,302
French	45,630,894
Italian	3,497,459
Japanese	707,210,534
Norwegian	10,330,492
Portuguese	1,588,971
Russian	41,905,945
Spanish	3,530,734
Swedish	316,954
Non-Treaty Powers	776,259,244
Chinese	776,259,244
Total	2,926,160,927

The Shipping statistics are noteworthy. The tonnage of vessels entered and cleared amounted to 104,298,695 tons, which surpasses the record figure of 1914. It is pointed out by the Statistical Secretary that the British flag, which represented 40.3 million tons, has fully recovered from the effects of the war and exceeds the highest figure hitherto recorded, viz. 39.3 million tons in 1914. The Japanese flag, which holds the second place on the list in order of importance, increased from 27.6 to 28.2 million tons. American shipping registered a further remarkable advance from 2.6 million tons in 1910 to 4.7 million tons in 1920, and thus retains fourth place, the third on the list being Chinese, which increased from 22.6 million to 23.6 million tons, not includ-

ing the tonnage of Chinese junks, which amounted to 4 million tons. French tonnage more than doubled, the 1920 figures being 832,970 tons against 414,101 tons in 1919, while the Italian shipping rose from 34,142 tons in 1919 to 193,000.

Mr. PARSONS, in summarising his report, refers to the year 1920 as being in many respects one of the most remarkable periods experienced in the commercial history of the country. Despite the severe handicaps to trade to which brief allusion is made in the earlier part of this article he is able to point to many bright spots in the outlook. Foreign goods, he says, are being absorbed in steadily increasing quantities, factories, modelled and managed on foreign lines, are springing up in every suitable locality and turning out a variety of manufactures. Silk improvement organisations are unusually active and transport facilities are improving. "Unfortunately," the summary concludes, "the present political state of the country is not conducive to peaceful development. It will only be when China has settled her internal grievances and has once more united, in the desire to realise and extend her natural assets, that general development of the country's illimitable resources will be possible." Are we any nearer to that settlement now than we have been at any time in the last three years? There are no indications that the present year's history is likely to include a record of the settlement.

Dr. H. Balcarran returned to the Colony by the *Pharos* on Monday evening from England.

It is announced that Mr. E. J. Chapman has been appointed Secretary of the Hongkong Jockey Club.

Mr. J. D. Smart, the Agent of the Hongkong and Shanghai Banking Corporation at Colombo, will shortly be leaving for home on a holiday. He will be succeeded by Mr. F. A. Richard, who has already arrived in the island.

The Government of the Straits Settlements has given notice that the temporary allowance payable on 1st June, 1921, to all members of the Government Service (senior clerical and subordinate) will be reduced as from that date by 25 per cent.

A marriage has been arranged, and will take place very shortly, between Percival Stewart Heintzelman, American Consul-General, Hankow, China, and Miss Mary, eldest daughter of P. E. O'Brien, formerly British Consul-General, Mukden, China, and Mrs. O'Brien-Baker, 25, Clarence-gate-gardens, N.W.

Owing to the impossibility of securing shipping accommodation on the date expected, the Russian Light Opera Co., who have been performing in Shanghai, have been obliged to postpone their departure for a few days. They will probably open their short season in Hongkong at the end of this week or the beginning of next.

A series of song-recitals will be given in the near future by Miss Anna El-Tour, a Russian soprano of European reputation. Miss El-Tour, who is a graduate of the Petrograd Conservatoire, has a perfect command of five European languages and is thus able to interpret the terms of her programme in the original tongue. She is accompanied by Mr. J. Yasser, pianist, who held a professorship as organist for some years at the Moscow Conservatoire.

The Canton Times says:—The Police Department has been notified to take drastic measures to break up any public meeting agitating for a boycott of Hongkong which some people have lately been attempting to do. It is with the hope of maintaining friendly relations with the Hongkong Government that the authorities consider it necessary to instruct the police of the city to co-operate in the suppression of propagating bad feelings towards the British Colony.

It is of interest to note that the foreign population of China is reckoned by the Chinese Customs Administration to be 339,000. Of these the Japanese number 183,915 and the Russians 144,413. British come next with 11,192, then Americans 7,260. Next come the Dutch with 2,763 (including 601 proteges), and then the Portuguese with 2,292. It should be noted that Germans are given in the list as numbering 1,013. The list shows 4,278 Japanese firms in China, 1,589 Russian, 979 British and 409 American. The list shows that nine German firms were in existence in China last year. China's population is estimated by the Customs as 446,824,000.

The health return for the past week shows 10 cases of plague, 9 Chinese and 1 Portuguese. Six of the patients died. Of small-pox, there were 7 cases in Victoria and 7 elsewhere; they were all Chinese and 3 cases were imported; 10 died. There was one case (British) of diphtheria. A Portuguese came into the Colony with enteric fever, a local case (Chinese) and the latter patient succumbed. Five cases of cerebro-spinal fever occurred amongst the Chinese. Two were imported; only one died. Influenza accounted for three deaths, amongst Chinese. In the 48 hours since the weekly return was made up there have been three more cases of plague and three of small-pox, and four deaths, two from each disease. As regards other notifiable diseases there is a clean sheet.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN DISARMAMENT.

SERIOUS OUTLOOK IN BAVARIA.

LONDON, May 31st.

The situation in Berlin is reported to be extremely grave owing to the Premier of Bavaria intimating to the Berlin Cabinet that, in view of strong opposition, he is unable to carry out disarmament, according to the Entente ultimatum by June 30th, of the Einwohnerwehr, comprising irregulars 300,000 strong. The British Government is pressing for their disarmament strongly. The Reichstag has been hurriedly called, and the Berlin Government threatens to enforce obedience with the Reichswehr troops.

SILESIAN COMMISSION.

NEW BRITISH COMMISSIONER.

LONDON, May 31st.

Sir Harold Stuart has been appointed British Commissioner in the Plebiscite Commission in Upper Silesia, in succession to Colonel Pereyval, who resigned for reasons of health.

EARLIER CABLES.

GREAT BRITAIN AGREES TO CONSTITUTION.

PARIS, May 30th.

The British Government has agreed to the constitution of the committee of experts on the Upper Silesian question, but expressed the opinion that the Commission should be appointed by the Supreme Council and should work in Upper Silesia.

MINERS' STRIKE.

COMPULSORY ARBITRATION PROPOSAL DENIED.

LONDON, May 30th.

As a result of the statement of the representatives of the miners, on Saturday, that it is universally understood that the Government contemplated compulsory arbitration in the event of the parties not agreeing, a sensation was caused in the House of Commons, at question time, today, when Mr. Lloyd George denied that he informed the miners' Executive that if they did not accept the Government's proposals, legislation would be passed to compel them to submit to arbitration. The Premier added that the words "compulsory arbitration" were not even mentioned during the whole of the proceedings. He hoped that in any future conference no unauthorized communications would be sent to the Press.

SCOTLAND AND SOUTH WALES VOTE.

LONDON, May 30th.

The Scottish and the South Wales Executives have recommended the rejection of the Government's proposals.

KU KLUX KLAN.

"TO UPHOLD WHITE SUPREMACY."

NEW YORK, May 30th.

Masked raiders, after the manner of the Ku Klux Klan, are terrorising various parts of Texas. They have tarred and feathered whites, while upon negroes they have inflicted more painful and more serious indignities. They affirm that the object is "to uphold the supremacy of the white race." The victims include a lawyer, Mr. Hobbs, of Houston, who was counsel in several negro divorce cases, also a white doctor of Beaumont.

SUZEE CANAL.

REDUCTION IN CHARGES.

PARIS, May 31st.

Record profits of the Suez Canal Company, last year, totalling 297,000,000 francs, are disclosed by the new report, which forebodes an early reduction of 25 centimes per ton in shipping charges.

TRIAL OF WAR CRIMINALS. SENTENCE ON CAPT. MUELLER.

LEIPZIG, May 30th.

Capt. Mueller has been sentenced to six months' imprisonment for cruelty to British war prisoners at Lo Motel camp.

LATEST CABLES.

UNITED STATES AND GREAT BRITAIN.

PRESIDENT HARDING'S MEMORABLE MESSAGE.

LONDON, May 31st.

On the occasion of the unveiling of the bust of Washington, the gift of American citizens, in the Crypt of St. Paul's Cathedral, a message from President Harding was read. The message expressed the hope that this and similar gifts to the Liverpool Town Hall and Sulgrave Manor will be regarded as testifying anew to America's long-established friendship for the British nation, and that they may inspire a continual recognition of that sentiment by the British people, recalling the common inheritance in language, institutions, customs and sympathies.

SERVICE AT ST. PAUL'S.

LONDON, May 30th.

Field-Marshal Earl Haig, Admiral Sims, the American Ambassador, and British officers attended the service at St. Paul's Cathedral in memory of the American soldiers and sailors buried in British soil. Afterwards a bust of Washington, the gift of the American people, was unveiled in the Crypt.

U.S. MEMORIAL DAY.

SIR AUCKLAND GEDDES' GRACEFUL TRIBUTE.

WASHINGTON, May 31st.

There was a pretty unheeded incident at the Memorial Day celebrations. When President Harding finished his address at the Arlington National Cemetery, Sir Auckland Geddes placed on the flag, beside the President, a wreath of roses presented by the people of Great Britain and the Dominions "in memory of America's sacrifices for liberty."

PRESIDENT HARDING'S ADDRESS.

WASHINGTON, May 30th.

President Harding, in his Memorial Day address, declared: "Our first duty is to our own, and in the measure of its performance we will find a time-gauge of our capacity to be helpful to others."

THE DERBY.

GOLDEN MYTH SCRATCHED.

LONDON, May 31st.

Golden Myth has been scratched.

EARLIER CABLES.

REVISED LIST OF "PROBABLES."

LONDON, May 30th.

The following alterations are made in the list of Derby probables: Craig-en-Eran (F. Bullock), Reman Fiddle (Lane), Euphrosynus (Cooper), Le Traquet (Granor), Humorist (Donoghue), Syrius Prince (—).

The following are added to the list of probables: Our Prince (Walsh) Beaugard (Strydom), Golden Myth (Spear), Granite (Whalley), Pride of Ulster (Barnett), Sirrah (Sharpe), Franklin (Piper), Bright Orb (—), Gloriosa (—).

Yellow Dwarf and Sunblaze have been scratched, in addition to Blue Cloud, Hill Country and Plato.

Beking; 4-1 Craig-en-Eran; 11-9 Alan Brock, Leighton; 10-9 Lemonora; 20-1 Highlander; 25-1 Pucka Sahib; 33-1 Granely; 40-1 The Bohemian, Le Traquet; 68-1 Goldendale.

[The list of probable starters sent out last week, to which the foregoing alterations and additions are now made, reads as follows: Goldendale (F. Bullock), Pucka Sahib (Winter), Craig-en-Eran (Brennan), Alan Brock (A. Balding), Eagle Hawk (W. Leach), Westward Ho (A. Smith), Highlander (Bulme), Hill Country (Griggs), Humorist (Belhouse), Polynestor (Shatwell), Polemarch (Jellies), Yellow Dwarf or Sunblaze (Carlake), Roman Fiddle (Wagg), Lemonora (Childs), Leighton (Beary), Granely (V. Smyth), Syrius Prince or Blue Cloud (Strydom), Euphrosynus (J. Evans), Plato (Martin), Bohemian (O'Neil), Le Traquet (Garner), Franklin (—), Aliados (—).]

GOLF.

MISS LEITH BEATS MISS STIRLING.

LONDON, May 30th.

Another American bid for British sporting honours has failed, Miss Cecil Leith (the British champion) beating Miss Alex. Stirling (the American champion) by 3 up and 2 to play, in the first round of the Ladies' Open Golf Championship, at Turnberry.

LATEST CABLES.

THE IRISH UPEHAVAL.

THREE DEATH SENTENCES.

LONDON, May 31st.

Three death sentences promulgated in Dublin, to-day, include a Royal Irish Constabulary convicted on a charge of murder.

EARLIER CABLES.

TROOPS TO BE INCREASED.

LONDON, May 30th.

In the House of Commons, at question time, Mr. Lloyd George said that the Government proposed to strengthen the Crown Forces in Ireland, but did not intend to send reservists thither.

BORAH RESOLUTION.

ITS INTERPRETATION BY MR. LLOYD GEORGE.

LONDON, May 30th.

In the House of Commons, replying to Commander Kenworthy, in regard to the American Senate, passing the Borah resolution, on May 26th, Mr. Lloyd George said that he had not yet received an invitation from President Harding to attend a conference on the limitation of naval armaments.

Replying to the question, whether in the meanwhile further British naval construction could be stopped, the Premier said he did not think that could be done anywhere in the world. Everything, he said, would depend upon whether the Borah resolution was put into operation. Commander Kenworthy suggested that in view of the strength of our naval position we could afford to lead the way in stopping construction.

Viscount Curzon pointed out that the Borah resolution did not refer to ships under construction.

The Premier agreed.

FIRST TEST MATCH.

WON BY AUSTRALIA.

LONDON, May 30th.

In unsettled weather, before 15,000 spectators, the Australians, on a slow pitch, made 232. The scoring was slow. Woolley took 3 wickets for 48. The fielding was poor.

As their second attempt England made 147 (Knight 36, Woolley 34). McDonald took 5 wickets for 32, helped by splendid fielding.

Australia, by scoring 30, without loss, won by ten wickets.

COUNTY CRICKET.

Kent beat Northants by 284 runs.

"TITANIA" FANCY DRESS DANCE.

The Titania Fancy Dress dance, postponed several times for various reasons, took place last night at the Seamen's Institute and was entirely successful. The Chaplain, the Rev. Gordon W. B. Stott, R.N., who arranged the affair, had the assistance of Master of Arms Bailey and P. T. Instructor Forryth. The electrical and signal staff of H.M.S. Titania devised and carried out the lighting and decorative scheme, and the Titania band rendered music for the dancing. The prizes were given by Capt. Benning and the Wardroom Officers of the Titania, and were handed to the winners by Mrs. Roberts. The first prize for ladies was awarded for a costume representing the Titania band; the second for a dress with the motto "Good luck to the Submarine Fleet." "Government Waste," a costume composed of engine-room waste, took a prize, as also did an "unemployed Service man."

AN AMBULANCE AEROPLANE.

The latest innovation in air craft is the "Ambulance Aeroplane." A British firm has completed the first machine of this type. It is an adaptation of the firm's regular commercial model for passenger service. The forward part of the fuselage is arranged to accommodate four stretchers as well as a doctor, nurse, pilot, and mechanic. If the patients are able to sit up, eight of them can be carried. The cabin to which the stretchers are admitted is provided with lavatory accommodation and with special cooling arrangements for use in tropical climates. The machine can climb to 6,500 feet in ten minutes and at that height it can be driven at speed of over 100 miles an hour. Enough oil and petrol are carried for a five-hour's journey at full speed. The machine, which is fitted with wireless telegraph apparatus, will be used in operations remote from a hospital base.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

EXPORT CREDITS AND THE FAR EAST.

LONDON, May 31st.

The House of Commons has passed resolutions extending the credits and insurance scheme to the Empire generally, except India and British Possessions in the Far East, which the Premier stated required certain consideration, owing to the conditions under which outstanding obligations had not been fully honoured. It was undesirable that credit facilities should be extended if they in any way prevented traders from discharging their full obligations.

The department's decision as regards India and the Far East, the Prime Minister said, was taken after consulting the bankers, the India Office and the Colonial Office. The scheme will not be extended to those quarters until the conditions were such as would obviate these differences. He emphasised the fact that it was only when the banks did not take up business that the Government would step in; the scheme was entirely supplementary.

COMMANDER H. D. MARRYAT.

LONDON, May 31st.

Commander H. D. Maryat, ex-Senior Naval Officer, Yangtze river, has been appointed to the command of the light cruiser Dartmouth, which has been withdrawn from the South American station and placed on the reserve.

RELIGIOUS TRACT SOCIETY AND CHINA.

LONDON, May 31st.

At the Religious Tract Society's annual breakfast, at the Cannon-street Hotel, Sir John Jordan presided. He declared that there was no doubt about the moral and educational changes, which had been remarkable. The Society had a great scope in China in the future; but the great problem was how to reach the mass of unenlightened people, as mastering their language took a life-time.

UNITED STATES NAVY.

SHORTAGE OF MAN-POWER.

Under the heading of "Fleet Feels Shortage of Man-Power" the Army and Navy Register (Washington) on April 2nd says:—

Approximately 110,000 enlisted men are now in the Navy, including a large number of recruits under instruction at training stations and at the trade schools. Recruiting has been resumed on a limited scale and in specified ratings, with a quota of 500 a week. No discharges prior to expiration of enlistment are now being granted, except for cause or for humanitarian reasons, barring, of course, the necessary yielding to political pressure, which, by the way, promises to be materially curtailed under the Denby administration. The practice which grew up in the last régime of peremptory ordering the discharge of men at the instance of politicians, after the bureau officials had for good and sufficient reasons refused the importunities, is in a fair way of being discontinued.

Meanwhile, however, the chief naval ordering ships of various types out of operations is still put to the necessity of commission in order to obtain sufficient men to man the ships of a military character which must be kept in commission, and to put in commission the new vessels as they are completed. The question of a summer practice cruise for the midshipmen will be decided immediately upon the return of Secretary Denby next abandoned for the extensive foreign cruises of the two big fleets, although it is utterly impracticable for the departmental officials to make any plans looking to those cruises until both Houses of Congress have agreed upon the appropriations for the Navy after July 1st.

The sailors must be brought to realize that there is a necessary amount of cruising required to keep the ships of the fleet in condition, and that tactical exercises and fleet manoeuvres are vital for an efficient Navy. All of this requires the expenditure of fuel, the appropriation for which was slashed by the House Appropriations Committee below the figure requisite for proper maintenance. It is hoped at the Navy Department that the Senate Bill will prevail in the House, particularly in the two vital items of men and fuel.

Captain James White, son of the defender of Ladysmith, has been sentenced to two years' imprisonment at Edinburgh for making seditious speeches at unemployment demonstrations.

CHINA'S PROBLEMS OF RECONSTRUCTION.

THE SWOLLEN ARMY.

The increasing burden of military expenditure in China is far beyond anything that the country ought reasonably be called upon to bear. The expenditure on the army eventually comes out of the provinces, and the real responsibility for military expenditure rests on the provincial authorities, but these in their turn have to get the funds that they need directly or indirectly by hook or crook out of the community at large. The only bodies at present in existence representing the provincial units are the provincial assemblies, and we put forward the following plan for the solution of the problem of military expenditure on the assumption that before very long the provincial assemblies will have come again into control of the provincial purses. The solution suggested has been put forward in these columns several times before, but we believe in its feasibility, and therefore do not hesitate again to place it before those concerned, to be judged on its merits.

For a very long time the problem of military expenditure has been one of the most serious with which the Government of China has been faced. It is not often realized that this problem is not a new one. It existed under the Empire, though perhaps in not quite so intolerable a form to quite such an acute degree. At the time when the Imperial revenue was Tls. 42,000,000, just before the Taiping Rebellion, the military expenses were reckoned at Tls. 20,000,000, and by the end of the last century, when the total Imperial revenue was reckoned at Tls. 60,000,000, more than half of it was devoted to military expenses. From the time of the establishment of the Republic fully half the revenue collected has gone for military expenses, and during the last four years, the demands of the army and navy have eaten up more than sixty per cent. of the national revenue, exclusive of the huge sums required in each province for semi-military expenses. The problem then is not a new one, but the enormous increase in military expenditure is out of all proportion to the actual requirements of the Republic, and becomes every day a greater burden upon the taxpayer. In spite of this, there is in some quarters a reluctance to face the facts and to reduce military expenditure to a reasonable limit.

It would seem as if there were at least one way of doing this. At the present time the national military forces, though named as territorial units, draw their chief sustenance from Peking, which in its turn draws the funds wherewith to support these armies from the provinces. Would not the solution be to turn the whole of these forces, except a nucleus army of (say) a hundred thousand men, over to the control of the provincial Governors of the provinces, for that would only be to set up a new group of military satraps instead of the old possessed ones; and the little finger of the new authorities might be thicker than the thigh of the old; but to the control of the actual provinces, as represented by the provincial assemblies. Were the armies of any one province turned over to be paid and kept up by the provincial assembly of that province, it is certain that in a very short time the force would be reduced to limits that would be adequate enough for the protection of the province would also be within the capacity of the provincial taxation to pay. Nor would this be done by a wholesale and indiscriminate disbandment, for that would only increase provincial difficulties by adding considerably to the provincial brigandage and lawlessness. Mindful of the welfare of the province, the assembly would incorporate as many of the ex-soldiers as seemed desirable in the provincial gendarmerie and city police, and would employ the remainder on productive works, such as road-making, bridge building and the cultivation of waste tracts, as well as such industrial enterprises as might require a definite quota of labour. Of course, with the provincialization of the armies, the military contribution of the provinces to Peking would be enormously reduced, and the direct responsibility of the Minister of War would be confined to the establishment of the small but well equipped and thoroughly efficient national army for the nucleus of which we have already made provision. The fact that the funds for the provincial armies were voted directly by the provincial assemblies would give those assemblies the power of the purse over the military commanders, appointed perhaps from Peking, and these gentlemen would then become in the true sense of the words the servants and subordinates of the civil power, and not independent princelings, each commanding a force the destinies of which and the use of which should be entirely in his own control. In course of time, as the national army should be brought into being and made efficient, the necessity for provincial armies would entirely cease, and the rank and file thereof would be absorbed into other walks of life. The national army would be distributed not provincially but on a primarily strategic plan, and in any case the distributed portions would be under the direct orders of Peking, thus lessening the opportunity of using the distributed forces for the promotion of personal ends. A great many details would have to be worked out, of course, but it seems to us that some such general plan is required to make a beginning of the solution of the whole problem of military domination in this country.—Peking Daily News.

If you think of it, striking one palm against the other with a resounding smack is a queer way of expressing your delight; it suggests the monkey tricks of a primrose man.—Mr. J. B. Walker.

THE TRAGEDY OF WRANGEL'S ARMY.

In the press of bigger matters some note may yet be taken of a tragedy that is slowly working itself out in the Balkans—the tragedy of the remnant of General Wrangel's Army, writes a correspondent of the Morning Post from Belgrade. Of the state of things at Lemes, in Gallipoli, in Constantinople I will not speak, though heart-rending tales have come through to Belgrade, will here merely deal with the 22,000 refugees scattered about Jugo-Slavia.

These refugees were landed at various Adriatic ports last December by the French, who had charged themselves with the Wrangel evacuation, and were immediately distributed among a number of remote centres throughout the country. There were already some 10,000 Russians in Jugo-Slavia, belonging to the earlier, or Denikin, evacuations, and supported partly by Serbia and partly by England; it was understood that France took responsibility for the maintenance of the new comers, at least until more permanent arrangements could be made.

The terms of the French undertaking, however, were presumably unclear for the fugitives were no sooner safely on shore, than the French announced that they considered their obligations towards them at an end as from January 31st. The position, therefore, is that the Jugo-Slav State is now burdened with an additional 22,000 refugees whom she can neither support nor assimilate. She cannot support them, for the three million dinars a month which she devotes to the Denikin refugees is already more than her finances can bear. Nor can she assimilate them; Serbia has her own labour problems to solve, her own war invalids to place, and the small amount of labour which she can offer to the Russians is for the most part not such as they are able to perform. Serbia, indeed, feels herself so embarrassed by this unforeseen burden that she has refused to implement her promise to receive the 5,000 of the Denikin evacuation at present being looked after by us in Egypt.

These refugees are for the most part penniless. Serbia does what she can; soup-kitchens have been opened, also schools for the children (many of them boys of nine and ten—wounded). A few have managed to get employment in shops or offices. A Russian General is playing the piano every night in a popular Belgrade restaurant; another, I understand, cobbles boots. These are the lucky ones; of the refugees, in general, it may be said that they are starving. Cases of suicide are not infrequent.

These, it should be remembered, are the emigrant Rumanians—the men who, after the Denikin debacle, refused to accept the hospitality offered them, but went back with death in their hearts, to fight for Russia—one may say, for civilization. About the wisdom of that enterprise there was difference of opinion; about its gallantry there was none. At present their condition is desperate. If they are unwelcome here, they cannot go anywhere else for no other country wants them and no foreign Consul will vouch for them. They are here, therefore, and idle and penniless, and in the end they can do but starve. It is no wonder if they have lost or are losing all hope, all morale, all sense of being members of and co-operators in a reasonable world. Of such stuff are Bolsheviks made. They are not Bolsheviks, but they are embittered—embittered against a Society which has no place for them, against a world which egged them on to fight and now has betrayed them.

The problem of these refugees in Jugo-Slavia is, of course, only an element in the large problem of the Wrangel refugees in general. Into the rights and wrongs of that bad business it is needless to enter; the important thing is that something should be done and done at once. The first need is to relieve immediate distress; the second is that these outcasts may be reabsorbed in some form or other into society. In the present state of the world when every nation's own anxiety is to rid itself of its burdens, the matter seems eminently one for the League of Nations.

OVERSEAS CIVIL SERVICE.

POSTS RESERVED FOR MEN.

It is announced by the Civil Service Commissioners that, with the approval of the Lords Commissioners of the Treasury, they have made the following regulations under the Order in Council of July 22nd last relating to the Sex Disqualification (Removal) Act:—

- 1.—All posts in the Diplomatic Service and in the Consular Service are reserved to men.
- 2.—All posts in the Government Services of the Colonies and Protectorates to which appointments are made in the United Kingdom, other than posts for which women may be specially recruited, are reserved to men.
- 3.—All posts in the Civil Services of His Majesty in India to which appointments are made in the United Kingdom, other than posts for which women may be specially recruited, are reserved to men.
- 4.—All posts in the Commercial Diplomatic Service and the Trade Commissioner Service are reserved to men, provided that this reservation is not applicable to the post of Chief Clerk in the respective offices of His Majesty's Trade Commissioners.

It is strange that nations that have long suffered from intolerance and oppression have not learnt tolerance to others.—Mr. J. B. Walker.

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KAGA MARU ... Friday, 8th July, at 11 a.m.

YOKOHAMA MARU ... Friday, 22nd July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM

Middle of June.

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NIKKO MARU ... Tuesday, 15th July, at 11 a.m.

AKI MARU ... Tuesday, 16th Aug., at 11 a.m.

NEW YORK via PANAMA.

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SOUTH AMERICAN PORTS via CAPE,

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NIKKO MARU ... Friday, 17th June, at 11 a.m.

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Tel. No. 140.**THE GERMAN MARK.**PERMANENT RECOVERY IS
UNLIKELY.

Mr. J. M. Keynes, in the *Manchester Guardian*, deals with a popular mistake about the foreign exchange, which seems to be extremely common. It is popularly supposed that the future of the exchange value of a country's currency chiefly depends upon intrinsic wealth in the form of natural resources and an industrious population, and that a far-sighted man is right to expect an ultimate recovery in the value of its money if the country looks likely to enjoy in the long run commercial or industrial or agricultural strength. The speculation in Rumanian let keeps up his spirits by thinking of the vast resources of that country in corn and oil, and finds it hard to believe that Rumanian money can in the long run be worth less than the money of, say, Switzerland. The speculation in German marks bases his hopes on the immense industry and skill of the German people, which must, he feels, enable her to pull round in the long run.

Yet this way of thinking is fallacious. It is the conclusion of the argument was that in the long run the Rumanian peasant and the Rumanian proprietor and an industrial nation like Germany ought to be able to live comfortably, or must be able to survive, the conclusion might be sensible. But the conclusion that certain pieces of paper called 'bank-notes' must for these reasons come to be more valuable than they are now is a different kind of conclusion altogether, and does not necessarily follow from the former. It was the richest country in the world, not excepting England, when, in the last decade of the eighteenth century, her paper money, the assignats, fell, after five years' violent fluctuations, to be worth nothing at all on the bourses of Lisbon and Hamburg.

AGAINST RECOVERY.

'War, revolution, or a failure of the sources of the national wealth generally begins the depreciation of a paper currency. But the recovery of this money to its former value need not result when the original calamity has passed away. A recovery can only come about by the deliberate policy of the Government, and there are generally weighty reasons against adopting such a policy. In the case of the money of the French Revolution, the depreciated notes were simply swept away, and their place taken by new currency of gold. I do not remember any case in history in which a very greatly depreciated currency has subsequently recovered its former value. Perhaps the best instance to the contrary is that of the American greenbacks after the Civil War, which eventually recovered to their gold parity, but in their case the maximum degree of the depreciation was moderate in comparison with recent instances. The various sound currencies existing throughout the world in the years before the war had not always existed, and had been established, many of them, upon the debris of earlier irretrievable debasements.

For it may not be in a country's interest to restore its depreciated money, and a suppression of the old money may be better than its reissue. A return even of former prosperity may be quite compatible with a collapse in the value of the former currency to nothing at all. Let me apply some of these considerations to the case of the German mark. As I write there are about 250 marks to the £1 sterling, but within the last twelve months the rate has been as high as 380 and as low as 120. As the par value of the mark is 20 to the £1 sterling, German bank-notes are now worth less than a tenth of their nominal value. Even without Bolshevism, Government matters can be much worse than this; for the bank-notes of Poland or Austria are worth less than a hundredth of their nominal value. But for the purpose of our argument let us take the less extreme case of Germany.

GERMANY TO-DAY.

Now it is well-known that at the present time there are many causes at work which are tending to make the value of the mark progressively worse even than it is at present. The expenditure of the Government is about three times its revenue, and the deficit is largely made up by printing additional notes, a process which everyone agrees must diminish the value of the notes; Germany's commercial exports (i.e., excluding deliveries under the Treaty), although showing some substantial recovery from the worst, are still short of her absolutely essential imports, and thus the balance of trade is against her; the economic condition of her neighbours, Russia and the fragments of the former Austro-Hungarian Empire, which used to be her best customers, make impossible any early revival of trade with them on the pre-war scale, and these various adverse conditions are present and operative, not making any current payments on account of reparation up to the standard, or anything like it, of even the most moderate proposals for a settlement of the Allies' demands. If and when these demands materialise in payments the difficulties of the Budget and the difficulties of the trade balance are certain to be aggravated.

WHO WOULD RECOVER?

But let us put aside these considerations for the moment and look a little further ahead. Most of those who look for a recovery of the mark are not thinking of this year, or even probably of next. They believe that ultimately Germany will pull round, and that when this occurs the mark will recover also. Now though the process of the depreciation of money (i.e., the rise of prices) is easy, though painful, the reverse process of appreciation (i.e., the fall of prices) though difficult, is also painful. The upset to the economic organisation is quite as bad, as we have all been finding out lately as the upset caused by rising prices.

Germany has a national debt which now amounts to 350 milliards of paper marks, and is likely to amount to a still higher figure before equilibrium has been obtained in her national finances. If the mark were to double in value—more if it were to increase tenfold—the money burden of the service of this debt would remain the same, but its real burden would be proportional to the increase in the value of the mark. The

portion of the German revenue (measured in goods) which would have to be paid over as interest to the holders of the German national debt would be increased in the same proportion. That is to say, German resources, which would otherwise be available, in part at least, for reparation, would be diverted to the German propitiated classes. The Allies would hardly allow this. The only alternative, a partial or complete repudiation of the German debt, is a precedent which they might hesitate to encourage. Furthermore, the holders of the German public debt, who are mostly Germans, are not the only persons into whose pockets an improvement in the value of the mark would put a great deal of money. There are also the foreign speculative holders of German currency. It has been estimated by the experts of the German Government that the amount of German money held abroad and of credits granted to Germany by foreigners, by far the greater part being in terms of paper marks, amounts to about 70 milliards of paper marks, of which something less than half is held in the form of actual German paper money. We can probably reckon therefore that the amount of German bank-notes and bank-balances held more or less speculatively outside Germany is not less than 40 milliards of paper marks. At the rate of exchange—250 marks equal £1—these holdings are worth £160,000,000. But at par they would be worth £2,500,000,000 and even at 100 marks equal £1 they would be worth £250,000,000. As a speculative holding of German notes yields the holder no interest, the presumably does not intend to keep them as permanent investments and is only waiting for an opportunity of realising them at a profit. Permanent improvement in the value of the mark would entail, therefore, paying even to foreign speculators very large sums of money which would otherwise be available for reparation. There would be no great advantage to Germany in this, and the Allies would hardly allow the claims of the speculators to rank in front of reparation.

AGAINST ALLIED INTERESTS.

In addition, therefore, to all the usual difficulties of reinstating a fallen currency, there are strong reasons in the case of Germany for thinking that a reinstatement cannot be undertaken. Germany has two classes of foreign creditors to deal with. The Allies, who have reparation claims which are expressed in terms of gold marks, and the foreign speculative holders of German bank-balances and of German currency, which are in terms of paper marks. To increase the value of the paper mark in relation to the gold mark benefits the latter at the expense of the former. It is not particularly in the interests of the German Government to pay over huge sums to foreign speculators, and it is decidedly contrary to the interests of the Allied Governments. Whatever temporary fluctuations there may be, it is therefore extremely unlikely to happen.

I do not expect therefore, a permanent recovery in the value of the German paper mark. Possibly it might be stabilised at some very high figure to the £1 sterling. But if the Allies persevere with their reparation demands the mark will most likely to continue its fall until the final stage is reached, where the simplest and most sensible course will seem to be to supersede it altogether by some new unit. And all this may happen even though in the end Germany may have recovered a considerable measure of her economic strength.

R. A. M. C. MEMORIAL.TABLET AND "GOLDEN BOOK" IN
THE ABBEY.

The memorial to commemorate the officers, non-commissioned officers, and men of the Royal Army Medical Corps who were killed or died in the war will take the form of a tablet in Westminster Abbey, and a "Golden Book" containing the names of those whom the memorial is designed to commemorate. This "Golden Book" will be placed in the Abbey Chapter House. Replicas of the tablet will be presented to Edinburgh and Dublin. After consultation with representative officers and other ranks of all branches of the Corps, and with the cordial and generous consent of the Dean and Chapter, the general committee has resolved to erect a tablet in Westminster Abbey, in a suitable position on the wall, near to the grave of the Unknown Warrior, and also to place in the Chapter House of the Abbey, for permanent keeping, a "Golden Book," containing the names of all the members of the Corps who served and sacrificed the memorial is designed to commemorate. Replicas of the tablet will be presented to Edinburgh and Dublin, to be placed in positions chosen by the city authorities.

ABBEY RESTORATION.

The provision of the memorial in these forms will be the first charge on the unallocated portion of the memorial fund, and the balance, which probably will be not less than £10,000, will be devoted to the fund now being raised for the restoration of certain portions of Westminster Abbey. This gift will be recorded on the tablet to be placed in the Abbey wall, and it will not only be keeping with the fine work and traditions of the Corps, but will gain additional significance and appropriateness from the fact that very many of the fallen, both officers and men, belonged to the outbreak of the war to the civilian side of the medical profession. As a shrine of national faith and national sentiment the Abbey will mean more to the bereaved than Millbank or any other military centre, and it is felt that the whole of the R.A.M.C., as well as the relatives and friends of the fallen, will deeply appreciate the high honour conferred on them by the placing of the memorial in the Abbey, where the greatest of our honoured dead are interred.

The amount contributed to the memorial fund is £19,328, but £1,568 has been earned by donors for families and dependents of the fallen, and this sum will be allocated for administration to the R.A.M.C. Regular and Auxiliary Funds in proportions to be determined by the general committee.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION.

BANGKOK via SWATOW ... "FOOSHING" ... Thurs. 2nd June, 3 p.m.
STRAITS & CALCUTTA ... "CHAKSANG" ... Thurs. 2nd June, 3 p.m.
SHANGHAI via SWATOW ... "HOPKINS" ... Fri. 3rd June, 10 a.m.
MANILA ... "YUENSANG" ... Fri. 3rd June, 3 p.m.
KOBÉ ... "FOOKSANG" ... Sat. 4th June, 11 a.m.
SANDAKAN ... "HINSANG" ... Mon. 6th June, Noon.
HAIPHONG via HOIHOW ... "TAKSANG" ... Wed. 8th June, 9 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi when inducement offers.

SOERBO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

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S.S. "CHAKSANG" will be despatched on or about
Thursday, 2nd June, at 3 p.m., for SINGAPORE, PENANG &
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Vessel ... Due Hongkong
S.S. "GLENNAVY" ... 10th June.

HOMEWARDS.

Vessel ... Discharges
S.S. "GLENVOILE" ... 17th June ... LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENGLYLE" ... 2nd July ... GENOA, LONDON & HULL.


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Managing Director: Mr. MASAATA ABE

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Two steamers of about 6,400 tons deadweight each.

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For Charter Rates and all other particulars apply to the

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No. 8, Bunko, Kobe

SHIPPING NEWS

ARRIVALS.

May 30th.
Blaney, British str., 4,375 tons, Capt. Clark, from London, with a general cargo. — Order.
Seang Lee, British str., 3,781 tons, Capt. E. S. Connelley, from Singapore, with a general cargo. — Tuen Kee.
Tsitareum, Dutch str., 3,688 tons, Capt. A. de Lange, from Macassar, with sugar. — J. C. L.
Tang Lee Kiang, Chinese str., 301 tons, Capt. A. H. Brown, from Hongkong, with a general cargo. — Yuen Cheong Lee.

May 31st.
Andee Telen, French str., 7,000 tons, from Shanghai, with a general cargo. — Messageries Maritimes.
Hector, British str., 3,000 tons, Capt. A. S. Blues, from Shanghai, with a general cargo. — B. & S.
Hok Canton, Chinese str., 536 tons, Capt. Leung Lung, from K. C. Wan, with a general cargo. — Wo Hing S. S. Co.
Hokuto Maru, Japanese str., 2,380 tons, Capt. H. Ishii, from Saigon, with rice. — Y. K. K.
Hain Tung, Chinese str., 1,380 tons, Capt. W. S. Ross, from Shanghai, with a general cargo. — C. M. S. N. Co.
Huach, Chinese str., 1,200 tons, Capt. E. G. Hayley, from Saigon, with rice. — Noon Sang.
Luchow, British str., 1,220 tons, Capt. G. A. Morse, from Bangkok and Swatow, with a general cargo. — B. & S.
Siska Maru, Japanese str., 1,008 tons, Capt. K. Fukue, from Canton, with a general cargo. — O. S. K.

CLEARANCES.

May 31st.
Fushimi Maru, for Shanghai.
Hachibei, for Swatow.
Hachibei, for Swatow.
Jacobs, for Singapore.
Jacobs, for Singapore.
Knight Companion, for Hutton.
Larkhow, for Teingtau.
Lokang, for Hutton.
Plaza, for Shanghai.
Taifoo (Van P.), for Samarang.
Taihyang, for Manila.
Toyohama Maru, for Hongkong.
West Lark, for Manila.
Yang Tse Kiang, for Swatow.

PASSENGERS.

Per P. & O. Co.'s s.s. *Hayas*, on May 30th: Mrs. Ashton, Mr. A. Andersen, Mr. C. Burbridge, Mrs. and Miss Bowry, Miss F. L. Brown, Mr. and Mrs. Barlow, Mr. A. W. Brown, Dr. H. B. Bales, Mr. T. W. Berg, Mr. S. Burwick, Miss Blankley, Mr. S. Bradshaw, Capt. H. B. Curry, Mr. J. Christensen, Mr. H. Carstensen, Mr. W. A. Crawford, Mr. C. Cowborough, Mr. W. A. Cleland, Mr. K. A. Carlson, Mrs. A. Chapman, Miss Campion, Mr. and Mrs. Dodd, Mr. McE. Duncan, Capt. B. Davey, Mr. Dedner, Mr. and Mrs. Doyle, Mr. and Mrs. Dickson, Mr. J. L. Francisco, Capt. and Mrs. Fugo, Mr. J. Gerli, Mr. and Mrs. Gowing, Mr. J. Grain, Mr. J. Gardner, Mr. J. Gaffney, Mr. C. Gilbert, Mr. H. J. Grey, Mr. A. A. Gjerston, Miss Hellyer, Mr. H. Hallett, Mr. H. Hoban, Mrs. Hunkinson, Mr. Hooper, Mr. Hoare, Mr. Hawksworth, Miss D. Jones, Mr. J. Jamison, Mr. T. E. Jones, Mrs. A. B. Kirby, Mr. and Mrs. Klynn, Mr. H. A. Kink, Mr. R. B. Leisching, Mr. H. Laidlaw, Mrs. E. Lawson, Surg. Comdr. Lindop, Mr. E. C. Landman, Mr. A. C. Lofte, Miss J. Lyle, Mr. E. C. Leighton, Mr. W. G. Leeson, Miss M. Milne, Mrs. A. C. Reeves, Mr. C. Mers, Mrs. Morgan, Mr. H. S. Nilson, Mr. L. Newton, Mr. and Mrs. Ouston, Miss H. B. Pakenham, Mr. K. W. Pover, Miss M. S. Pipkin, Mr. W. M. Pollard, Mrs. A. S. Porter, Mr. J. Penally, Mr. Potter, Mrs. M. E. Reeves, Mr. E. J. Rice, Mr. R. C. Rasmussen, Miss Rissler, Mr. J. S. Synnors, Mr. S. Scher, Mr. A. S. Sheret, Mr. and Mrs. C. Schoeler, Mr. A. S. Sullivan, Mr. H. B. Simonsen, Mr. J. E. Smale, Mr. H. B. Smith, Miss K. P. Todd, Mrs. J. Toitz, Major Tomlinson, Mr. and Mrs. K. Tucker, Mr. G. Taylor, Mr. A. C. Mrs. H. Warden, Miss M. Walton, Miss Westbrook, Mr. W. R. Wilson, Mr. G. H. Wilson, Miss Withenshaw, Mr. Woodruffe.

VESSELS EXPECTED.

A. Apear (British India), due June 2nd.
Danubian (Blue Funnel line), due June 3rd.
Eastern from Sydney, due June 7th.
Helena (Blue Funnel), due June 30th.
Isort (Blue Funnel), due June 32nd.
Kleit Maru (N.Y.K.), from London, due June 23rd.
Nikko Maru (N.Y.K.), from Sydney, due June 10th.
Malacca Maru (N.Y.K.), due June 5th.
Mentor (Blue Funnel), due June 11th.
Monteagle (C.P.O.S.), due June 8th (A. S.).
Nanking (China Mail), due June 11th.
Edo Maru (T. K. K.), due June 6th.
Banyon Maru (N.Y.K.), from Calcutta, due June 13th.
Totomi Maru (N.Y.K.), due June 5th.
Tsuruga Maru (N.Y.K.), due June 3rd.
Sangley (Blue Funnel), due June 11th.
Yokohama Maru (N.Y.K.), due June 13th.
Yongtze (Blue Funnel line), due June 7th.

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SHIPPING MOVEMENT.

The P. & O. Co.'s s.s. *Dunera* left Singapore for this port on May 30th at night, and is due here on June 1st at about 4 p.m.

WEATHER REPORT.

May 31st at 11.55.—Forecast has decreased moderately from P. & O. to Hongkong, and slightly over the Philippines and Indo-China. It is lowest over S.W. China.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inch. Total since January 1st, 34.83 inches against an average of 23.38 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	South winds, moderate; squally, cloudy, showery.
Port of Callao	The same as Hongkong.
South coast of China between Hongkong and Lanchow	No. 1.
South coast of China between Hongkong and Hainan	No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 31st

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.67	29.61	29.63
Temperature	78	81	77
Humidity	91	80	94
Wind Direction	WSW	SW	SW
Force	3	3	2
Weather	or	or	or
Rain	0.14		0.43

Highest open-air temperature on 30th ... 82

Lowest open-air temperature on 31st ... 81

HONGKONG TIDE TABLE.

From June 1st to 7th, 1921.

Hour of Day	High Water			Low Water		
	Day of Month	Height	Time	Day of Month	Height	Time
Wed.	1	6.1	5.1	1	0.8	3.3
Thurs.	2	6.2	5.8	2	0.8	3.6
Fri.	3	6.4	6.1	3	0.4	3.8
Satur.	4	7.1	6.7	4	1.9	2.4
Sun.	5	7.5	7.2	5	1.4	2.4
Mon.	6	8.2	7.8	6	3.2	0.6
Tues.	7	10.2	8.8	7	6.3	0.2
		11.16	4.4		4.4	0.0

SUNRISE AND SUNSET.

HONGKONG TIME FOR MAY.

Date	Sunrise	Sunset
June 1st	5.38 a.m.	7.4 p.m.
	C. W. JEFFERIES	Chief Assistant.

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Pacific steamer	From Hongkong	Via Vancouver	Atlantic steamer	From Montreal	Due
Monteagle	June 13	July 8	Metagama	July 15	July 26
E. Russia	June 23	July 18	E. France	July 19	July 26
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 23	Aug. 13	E. France	Aug. 23	Aug. 29
E. Russia	Aug. 13	Sept. 8	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 23	Sept. 18	Mellita	Sept. 23	Oct. 1
E. Asia	Sept. 13	Oct. 8	E. France	Oct. 13	Oct. 19
E. Japan	Sept. 23	Oct. 18	E. France	Oct. 18	Oct. 25

Other Atlantic sailings every few days to London, Southampton, Glasgow, Liverpool & Havre.
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued before. Early reservation necessary.

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June 25th July 13th Aug. 9th

HONGKONG to MANILA

s.s. "NANKING" June 13th

HONGKONG to SINGAPORE

s.s. "NILE" s.s. "CHINA"

June 25th July 23rd

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TENYO MARU	22,000	June 21st
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* Calling at Dairen instead of Nagasaki.

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TJIKEMBANG	SAN FRANCISCO/JAPAN	8th June	16th June	JAVA
TJIKINI	SHANGHAI	14th June	18th June	MACASSAR/JAVA
CHILDAR	JAVA	12th June	27th June	JAVA

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"ALCHIBA"	July	AMSTERDAM & HAMBURG	1st July
"BRILLE"	Aug.	ROTTERDAM & HAMBURG	6th Aug.
"RADJE"	Sept.	AMSTERDAM & HAMBURG	4th Sept.
"TJEMANOE"	Oct.	ROTTERDAM & HAMBURG	2nd Oct.

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s.s. "BORNEO MARU" sailing on or about 21st June

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s.s. "MACASSAR MARU" sailing on or about 26th June

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No. 7, Queen's Road Central

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KNIGHT COMPANION" ... via Panama Canal ... 1st June.
"CITY OF MADRAS" ... via Suez Canal ... 15th June.
"DECCAN" ... via Suez Canal ... 7th July.
"CITY OF NORWICH" ... via Suez Canal ... 15th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & SINGAPORE	"SHANGHAI"	On 2nd June, 10 A.M.
SHANGHAI	"SUNNING"	On 2nd June, 10 A.M.
AMOI & SINGAPORE	"LIAN"	On 4th June, 2 P.M.
SHANGHAI & SINGAPORE	"SUIYANG"	On 4th June, 4 P.M.
HONGKONG, PAKHOI & PHONG	"KUIFONG"	On 6th June, 9 A.M.
SHANGHAI & PHUKONG	"EZECHIEL"	On 7th June, 8 A.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 33.

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILONG" ... Capt. W. Couper ... FRIDAY, June 3rd, at 12 Noon.
"HAILONG" ... Capt. W. C. Passmore ... TUESDAY, June 7th, at 12 Noon.
"HAILONG" ... Capt. A. H. Stewart ... FRIDAY, June 10th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"PLASSY"	7,346	13th June	Madras, London & Antwerp
"DUNERA"	5,400	19th June	Singapore, Colombo & Bombay
"DELTA"	8,000	26th June	Madras, London & Antwerp
"SYRIA"	7,000	2nd July	do
"KALYAN"	9,000	7th Aug.	do
"KASHMIR"	9,000	19th Aug.	do
"KHYBER"	9,000	2nd Sept.	do

BRITISH INDIA - APCAR SAILINGS (South)

"ARRATOON APCAR" | 4,510 | 4th June 9 P.M. | Calcutta via S'pore, Pang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,000	31st May Noon	Sandakan, Thursday Island
"EASTERN"	4,500	25th June	Townsville, Brisbane,
"KANOWNA"	7,000	25th July	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"PLASSY"	7,346	1st June, 3 P.M.	Shanghai only.
"DELTA"	8,000	6th June	Shanghai only.
"DUNERA"	5,400	6th June	Shanghai only.
"EASTERN"	4,500	6th June	Japan only.
"SYRIA"	7,000	25th June	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels weighing not more than 25 lb. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors Messrs. GOSNOLD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Deen Vunui Road Central, HONGKONG. Agents.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES-BIO DE JANNIRO, SANTOS, MAURITIUS-DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

PEKING MARU ... Thursday, 2nd June.

KASADO MARU ... Friday, 5th June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

KISU MARU ... Wednesday 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular, fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ALABAMA MARU ... Thursday, 16th June.

ARIZONA MARU ... Wednesday, 23rd July.

NEW YORK via PANAMA—Regular monthly service via Japan, Port, San Francisco, Panama and Cuban Ports.

HAGUE MARU ... Thursday, 20th June.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

HAYRE MARU ... Thursday, 2nd June.

MALAY MARU ... Monday, 6th June.

KE ELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

AMAKURA MARU ... Sunday, 6th June.

TAKAO via SWATOW & AMOI ... Thursday, 2nd June.

BORU MARU ... Thursday, 2nd June.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager, No. 1 Queen's Building. [30]

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer: Arr. Hongkong from Australia. Lv. Hongkong for Australia.

"TAIYUAN" 11th June 18th June

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—BUTTERFIELD & SWIRE, Agents. [38]



Operating the following U.S. Flag Steamers
PASSENGER AND FREIGHT SERVICE.
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

SS	From Hongkong	Arrive Seattle
"WENATCHEE"	May 18th Noon	June 13th
"EDMORE"	Freight only May 31st	July 10th
"EDRIDGE"	June 30th	July 23rd
"WENATCHEE"	July 23rd	Aug. 16th
"KEYSTONE STATE"	Aug. 3rd	Sept. 13th

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama).

SS "MONTAGUE" Freight only	June 4th
SS "FAUST"	June 15th

Through Bill of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Marlborough. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.B. STEAMERS

GLYMONT ... June 20th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE

5th Floor, HOTEL MARLBOROUGH BUILDING.
Tel. All. ADMIRALINE. [71] Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WINYAH" ... to NEW YORK June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE

TELEPHONE 2477 & 2478. AGENTS. 5th Floor. HOTEL MARLBOROUGH. [72]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISCHARGE	SAILING DATE
SHANGHAI KOBE & YOKOHAMA	"PAUL LECAT" 2/1000	On or about 4th June
	Shanghai (only)	

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"ANDRE LEBON" 2/1000	On or about 1st June
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

B. BODENFUSER, Acting Agent, Queen's Building. Telephone 740.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" June 24th.

For Freight and Passage, apply to—

YANG CHINA & AUSTRALIA S.S. CO., LTD.
Agents, 112, Cross Street, Central.

